THE LESSENING COST OF ASPHALT PAVEMENTS.

AT LAST A DECISION TO IMPROVE FIFTH-AVE. CHARGES FOR TRANSPORTING WHEELS IN ENGLAND-TROUBLE WITH BAGGAGE-

MEN HERE-A FINE PATH OUT

An important factor in the extension of the system of asphalt streets in this city is the sening cost of laying them. In his last annual report. Water Purveyor E. P. North estimated the expense at the rate of \$4 a square yard. Recent bids for placing the material on old block pavements, with a fifteen-year guarantee, are at an average of \$2.78 per square yard. Two years ago the figure was \$3 40. The difference between a \$4 and a \$2 78 basis means a good many square yards in a \$1,000,000 appropriation. Furthermore, an improvement in pavements themselves is noticeable, due to the greater skill of the workmen acquired by experience. It is to be expected that the methexperience. It is to be expected that the interiods will be bettered even more, and reductions in the cost are likely to continue. New-York is spending so much on its streets, and bids fair to spend so much more in the next few years, that the paving companies can look forward to an increasing business. This means the purchase of the raw material in bigger quantities. and the introduction of various ec ent to doing business on a large scale

it may seem strange to readers of The Tribune who have noted the prices paid by Brooklyn for asphalt paving that the figures on this side of the East River are so much higher. Over there there have been extraordinary reductions in the bids, until the average per square yard now approximates \$1. Of course, the heavier traffic in New-York, compelling more frequent repairs and renewals, would justify a certain difference, but not so great a one as exists. The explanation of the Department of Public Works is that in Brooklyn the price provides for little but the actual material and the laying. ere the contractors merely cover the old one pavements; here the blocks are taken up, e street is regraded and regulated, the stones relaid, and then comes the asphalt. The Brooklyn plan adds three inches to the height of the street: in New-York, sufficient earth is removed to retain the former level. Of course, the extra care gives a better pavement.

element of guarantee is important; in New-York, it is the custom to bond the conor to keep the pavement in repair for fifyears. This means that he will have to do his entire work at least twice, in addition to the repairs. Over the Bridge there is no such long guarantee. The so-called assessment asphalt laying in this city is cheaper than the other; when a street is paved the first time, the expense falls on the property-owners, and they may choose what material they please. With a has choose guarantee, the cost is now about \$1.99 a square yard when the foundation is of stone; if it is of concrete, the figure is about \$2.64. fifteen-year guarantee seems comparatively nomical, therefore.

is a certain element of luck in laying asphalt, and partial failures sometimes result n the greatest care is exercised and exmen are employed. For instance, in one street in this city the asphalt scales off after every cold rain. The company which had the contract for h is one of the oldest, largest and most efficient of those engaged in the business, and its experts can give no cause for the defect. Ferhaps there was some unexplained peculiarity about the raw material, or about the way in which the work was done. Of course, the city is protected by the terms of the contract.

Mr. North, as the chief municipal expert on the subject of pavements, contends that smooth are not only agreeable, but financially rofitable. He points out that the size of loads nauled about the streets has greatly increased Thus, coal was commonly rted in ton loads, on trucks weighing half carted in ton loads, on trucks weighing half a lon, until asphalt streets became common. Now three horses can draw five tons of coal. Wholesale grocers find that they can put nine tons of sugar on a three-horse truck, if the load is to be drawn over good pavements. If its destination is to be reached in part over bad streets, enly five tons are carried. As coal is delivered to s) many places, the load is such as can be drawn over the worst pavements. With sugar, however, it is often possible to lay out a route which will permit three horses to haul nine tons.

seem odd that Mr. North should not favor a broad-tire ordinance for this city, but he does not. In his view, the city ought to provide such pavements that merchants can transport their wares at the cheapest possible rate, and in the most advantageous way. Asphalt has shown itself well adapted to bear the heaviest weights. In one instance, a cable spool, weighing, with the truck, seventy tons, was carted through the streets without injury to the asphalt, although manhole covers were broken. Much lighter loads would crush the old stone pavements to a depth of three or four inches.

It has seemed a hopeless struggle to get the roads of Central Park and Riverside Drive in prime condition this summer. The ravages of winter on them had not been effaced when heavy spring rains were away new little gullies. Repairs have been made from time to time, but they have done not much more than to keep pace with the destroying effect of the storms. pace with the destroying effect of the storms. It is explained that the material of the roads has been ground so fine that it makes a perfectly solid mass, impervious to water. The drainage is all by way of the surface, and, therefore, there is considerable erosion. Of course, in an ideal road of broken stone or gravel the rain in part sinks through the roadway. At the entrance to the Park recently constructed at One-hundred-and-sixth-st, and Eighth-ave., the rain has worn away the gravel only slightly, although the grade is considerable. Of course, the repairing is simply a question of money. In one of the Paris parks, as much as \$3 or \$4 a square vard is spent each year for cleaning and maintenance. With any such sum, it would be easy enough to have the Central Park drives as smooth as a board all summer.

The sale is being pushed of a saddle pad which has been found by some people to dispose of the whole saddle question, although it is unwise for one man to judge of the value of such a device from the experience of another. The pad is simply of felt, covered with pigskin, and is made of two lobes, which can be laced as closely together as is wished. It is fastened with strong thongs, which should be firmly laced across the bottom of the saddle. One form of the pad is merely fastened around the saddle, but this is more likely to slip than the other. The pad may be made to order, and should be wide rather than long.

English cyclists are having the same trouble as those in many States over here about the transportation of their machines. Only they do not wem to share the views of riders of New-York State about the injustice of paying any sum for excess baggage on a bicycle. If they do, they do not make it clear, for the agitation is chiefly directed against excessive charges and unfair regulations. The railway companies all exact a fee. ret disavow all responsibility for damage, even If due to the utter negligence of their employes. As no special accommodations are provided for blcycles, they are often heaped on top of one another in as careless a fashion as if they were tacks of meal, and frequent injuries result. Rethere is no serious criticism of them. A person who still rides a tricycle, however, is vastly indignant because he or she had to pay four shilings for the carriage of it for a distance of thirty-three miles. The fare was only two shillings and sinepence, and the fee for a bicycle was one shilling. The tricycle is so clumsy an affair that it will not seem strange that the English railway tompanies should discriminate against it. The wonder is that anybody should ride one of the monstrosities since the improvement of the land, being ridden largely by women and clergymen.

A rider who "kept tab" on himself for twenty make a secord, or to do my best, or anything of that kind," he said. "In fact, the things that I bominate in riding are records, century runs and all other things that tend to exhaust or needlessly weary people on the wheel. Last Sunday afternoon I had about thirty miles to do, and it was my not very definitely formed intention to do it in about three hours. I could do that without special effort, I knew, because for the greater part of the way I should be on nearly level macadam. The first seven miles, or a little more, however, were over country roads, through a somewhat rolling country, and near the beginning was a hill more than half a mile long, with a pretty good grade. I had gone up that hill once before, but then I walked. I expected to walk part of the way this time, but, finding that I could ride it, I stuck to the saddle all the way to the top. It was not a very prudent thing to do, especially as I had got up from the table only about half an hour before. But it did me no harm, though I was pretty well winded when I reached the level road. It is a road considerably used by wheelmen, and I was able to strike out a good gait. On three or four little hills before I arrived at the macadam I had to slow down considera-When my cyclometer had reeled off ten miles I looked at my watch, and found that just fifty-two minutes had elapsed since I started. At that moment a few large drops of rain began to fall, and I took refuge from the threatened shower under a convenient piazza. The rain amounted to nothing, and after resting three minutes I was on my way again. At the end of the next ten miles I found that it had taken me forty-nine minutes; so that I had done the twenty forty-nine minutes; so that I had daken me forty-nine minutes; so that I had done the twenty miles in 101 minutes. That is a gait of twelve miles an hour. It seems to me that it was pretty good for a middle-aged man, especially as more than a third of the distance was over ordinary country roads. Bear in mind, please, that I put forth no special exertion. In view of this experience, it seems to me that I could easily ride fifteen or sixteen miles an hour on a good macadamized road without in any way overdoing it, and I believe that most riders often attain a much higher speed than they are aware of."

Have you ever tried to pass a drunken man who was walking on a sidepath or narrow road edge in front of you? If you have, you will probably be extra cautious the next time you overtake such an obstacle. Polite riders refrain from ringing their bell when on a sidepath and pedestrians are in front of them; they slow up and request the privilege of the passing, and ac-On a road edge, however, it seems all right to give a warning with the bell. That is what a certain rider did a few days ago when he found a man obstructing his way. The man heard the bell and swung himself out of the way. Just as the wheelman passed, however, he gave a lurch and nearly swung back against the bicycle, at the same time uttering some remark that was not intelligible to the rider. The latter congratu-lated himself on his narrow escape from a bad spill, and resolved to give pedestrians of uncer-tain proclivities a little wider berth in the future.

Everybody familiar with cross-country riding knows what a road edge is, and knows, too, that in many places the roads would be impassable, or nearly so, if it were not for a hard strip a few inches wide on one side or the other may be followed for miles, crossing and recrossing the road, as circumstances suggest. Now, there are drivers of horses who seem to take peculiar delight in getting their vehicles and teams on the hard road edge. Some of them may carelessly give no thought to the matter; others, from pure malice, seem to do their best others, from pure malice, seem to do their best to cut up the extemporized cycle path, and make it rough and uneven. They can get their fine work in best just after a rain. There are some roads not far from New-York that have been almost spoiled for wheeling by the action of such drivers. The imprints of wagon wheels on a road edge are bad enough, but the shees of horses do more to make wheeling uncomfortable. These malicious horsemen seem to think that blevelists have no rights worthy of respect. bicyclists have no rights worthy of respect

The cycle path through the woods between Bridgehampton and Easthampton, Long Isl soon after leaving Bridgehampton, and winds in the most charming way among the trees. At one place a causeway has been built across a swampy place, with a bridge over a little brook. The branches of the trees have been cut away so as to clear a bicycler's head, but there is not few places, the ground being hard enough without anything being put on the surface. The
principal work in making the path was in clearing away the stones and roots, and once made
such a path can be maintained for a trifling
outlay. This year all the woods in that neighborhood were burned when forest fires prevailed
on the eastern part of Long Island, but, instead
of looking desolate, the region is now charming.
The absence of leaves from the trees has permitted flowers and grasses to flourish in abundance, and fresh shoots are springing up from
the roots of the trees, making a most attractive
appearance.

There is a bad stretch of road on the south side of the island between Quogue and Good Ground The road runs for several miles through a wood and there is considerable sand. A year ago was in good condition, and one could ride all the way, with the exception of a few rods only. Later in the season it was not nearly so good. Now the hard edge of the road has all been cut up by teams, and walking is necessary for a considerable distance. With this exception, there are good roads and sidepaths on the south side all the way to Amagansett. It is a pity that the stretch near Good Ground cannot be put and kept in good order. Just beyond Amagansett begin the horrors of Napeague—a stretch of sand extending six or seven miles, where mosquitoes abound and suck the lifeblood of the unwary traveller. Until recently the only way of escaping this Long Island Sahara was by riding along the ocean beach; not a difficult operation at the right state of the tide. But now one can go by rail to Montauk and avoid the Napeague nightmare. the way, with the exception of a few rods only.

The warning in the cycling column in last Sunday's Tribune about the condition of the road between Roslyn and East Norwich came too late for two wheelmen, who set out for Cold Spring, by way of Roslyn, on the Fourth. Ordi-Spring, by way of Roslyn, on the Fourth. Ordinarily this road is in fair condition, although last year there was a short sandy strip that made walking necessary. The two riders mentioned found the road badly torn up, and report that it was necessary to walk about eight miles. It was their first trip to Cold Spring, and on their arrival they were glad to learn that there was a shorter way back, with good riding all the way. The best way to reach this beautiful spot on the north side is by the Jericho Turnpike to Jericho, and then through Syosset. About three miles beyond Jericho a right-angle turn must be made to the left, to reach Syosset. Keeping straight on at this point one can get to Cold. straight on at this point one can get to Coid Spring by a similar turn to the left just beyond the Woodbury church, but the distance this way is about a mile and a half greater than by

Complaint is properly made of the careless handling of bicycles on the railroads since the passage of the law requiring them to be carried free. On the Eric Railroad if a wheel is carried free from any point in this State it has to be checked to New-York, and the baggage-men refuse to put it into the owner's hands in Jersey City. The wheels are then piled indiscriminately on baggage trucks to cross the ferry, nately on baggage trucks to cross the ferry, without reference to the oil in their lamps, or any other consideration, and many are scratched and damaged in consequence. If a rider prefers to pay the fee exacted, and has his machine checked to Jersey City, he is not always permitted without reference to the oil in their lamps, or any

would have been most uncomfortably "left." Besides, the wheel showed plain evidences of having been carelessly handled. It is to be hoped that in every case where a wheel is damaged on a railroad in this State the company can be made to smart for it.

It is in order to say again that many of the directions regarding bicycle routes, the condition of roads, etc., that get into print must be taken with allowance. Last Wednesday evening one of the Brooklyn papers described a route to some point on Long Island, and said that at the end of Liberty-ave, it was necessary to cross about seventy-five feet of private property to reach the beginning of Broadway. The statement is simple nonsense; if it was taken from an antiquated road book, it never was within gunshot of the truth. As a matter of fact, the new macadamized connection between Liberty-ave, and Broadway, in Queens County. Liberty-ave, and Broadway, in Queens County, has been completed for several weeks, and was in use by bicyclers as long ago as Decoration Day.

It is interesting to note among the recent accessions to the League of American Wheelmen the name of the Rev. Dr. David J. Burrell, of the Marble Collegiate Church, in this city. In the same list appears the name of the Rev. John Brittan Clark, pastor of the Lee Avenue Congregational Church in Brooklyn, who recently suffered serious injuries by falling over a cliff near Hackettstown, N. J.

Cyclists desiring to join the League of American Wheelmen may obtain full printed information and membership blanks by sending name and address to the Cycling Editor, Tribune.

TO RUN CONTINUOUS TRAINS.

THE MANHATTAN COMPANY PREPARING TO CARRY OUT A RECENT LEGIS-LATIVE ACT.

Residents of the district across the Harlem River have observed with much interest since Thursday morning that a portion of the covered platform on the elevated road between Third and Second aves, in One-hundred-and-twenty-ninth-st., was being torn down. This act indicates the final yielding of the Legislature requiring the running of continuous into the North Side district. The company had ignored this law, which was passed in 1895, putting forward specious reasons therefor, among the rest the approaches to the new Third-ave, bridge should C. Butts introduced into the last Legislature a bill vestigate the matter, and making their report final The bill became a law, and two weeks ago last amined the ground. Last Monday the Commission made its report that the change to accommodate continuous trains could readily be made. On Thursday morning the Manhattan Railway Company began work to accomplish the change. The tearing down of a part of the platform was on phase of the undertaking. And that is why th

tearing down of a part of the platform was one phase of the undertaking. And that is why the residents of the North Side who come to the city for business every week day morning were interested in the work. They became delighted as soon as they found out its precise significance.

The process of making the necessary changes seems a decidedly simple one. Trains can be run through from Second-ave continuously under present arrangements. The great difficulty has been in running the trains continuously between Third-ave, and the North Side. From the east side of the Third-ave, track at the Third-ave, station there is already existing a switch for the use of engines and cars to be stored on a series of tracks between Third and Second aves. The most northerly of these tracks runs close to the south side of the covered platform, which extends from avenue to avenue. By cutting away some fifty feet of the platform and laying tracks in a curve across this space, connecting with the switch line at one end and the shuttle on the north side of the platform at the other, continuous trains can be run through to the Second-ave, bridge, and so into the trans-Hariem district. It will be necessary to move some twenty feet west the telegraph office which now occupies a part of the platform through which the cut is being made.

It was learned yesterday that the company would run the continuous trains only in commissions hours, when the care are crowded. From twenty to thirty continuous trains will be run in those hours, accord-

It was learned yesterial that the commissions hours, when the cars are crowded. From twenty to thirty continuous trains will be run in those hours, according to the demand. It is expected that the necessary changes will be completed within a month.

THE NEW YORK TRADE SCHOOL.

First-ave, and Sixty-seventh-st., has been sent from and the trustees of the school declare that rooms and board for the students can be had for \$5 a week. fork to attend the school a dormitory where pleas ant, comfortable and well-furnished rooms can be had. With recent additions, the lodging-house offers accommodations for ninety-six young men.

The trustees of the school are R. Fulton Cutting, J. Pierpont Morgan, William E. Dodge, F. Augustus Schermerhorn, J. Roosevelt Roosevelt, J. Pierpont Morgan, jr., and Archibald K. Mackay. The school owes much to the trade school committees of the Master Plumbers', Master Painters and Decorators', Master Steam and Hot Water Fitters' associations and the Employers' Association of Roofing and Manufacturers in Sheet Metal, for the aid they have rendered the school. The members of these committees serve for no other reward than the good of their trade and the wel-fare of the young men. They make frequent visits to the school to watch the progress of the pupils and to make such suggestions in regard to their

and to make such suggestions in regard to their instruction as may occur to them.

Skilled labor all over the United States commands the highest wages. The demand far exceeds the supply and is constantly increasing. In the large cities, owing to the difficulties young menthus far have had in finding an opportunity to learn a trade, this demand for skilled labor is chiefly supplied from abroad. A thorough knowledge of a trade yields its possessor, even if he works but two hundred days in the year, an income equal to that received from \$20.00 invested in Government bonds. Several courses of study in the school begin on October 19.

The announced intention to revolutionize the trunk business in this city has caused a large increase in the sale of trunks, dress-suit cases and bags at the "Trunk Corner," Sixth-ave, and Twenty-third-st. Prichard & Hamilton, the travelthey have both the facilities and the determination they have both the facilities and the determination to lower prices and still keep up the quality of the articles sold. As they make the trunks on the premises and deliver trunks free of freight charges to customers, they say their customers are not obliged to pay any retailer's profits or department-store expenses. Trunks which have been selling for \$2\$ are being sold for \$3\$, and the same cut in the prices of dress-suit cases and travelling bags has been made.

THE 12TH REGIMENT'S GOOD REPORT. Brigadier-General F. C. McLewee, in his report on the condition of the 12th Regiment at the time of

Brigadier-General F. C. McLewee, it his report on the condition of the 12th Regiment at the time of its last inspection, says in part:

The general and extraordinary improvement that has taken place in this regiment since last inspection is a fact which all interested have reason to feel proud of, and is most commendable to the commanding officer and his associate officers in the regiment. It clearly demonstrates what can be accomplished by hard work and a little patience. The 12th Regiment has accomplished in one year a result that might have reasonably taken three times as long. The manual of arms, at inspection, was excellent and remarkable for uniformity throughout the regiment. Evidence of the highest class of discipline was observable everywhere, and arms, uniforms, equipments and adjustment of the same generally excellent. All extra property was well cared for, but scattered around the armory for want of proper rooms and accommodations. This armory is too small particularly the drill-room. The Quartermaster's department system is excellent, and the armory a model of cleanliness. The company quarters and arrangement of uniforms and equipments in lockers throughout the regiment is excellent, and a great improvement over last year, showing what can be done even with small lockers. The formation of the regiment was prompt. Review in line of masses was steady; passage in review handsomely executed; alignment and distance perfect.

HOTEL MAJESTIC ARRIVALS.

Recent arrivals at the Hotel Majestic are Mr. and Mrs. F. E. Schneider, of Dallas, Texas., making a long visit to New-York, Dr. C. W. Cornell and Mrs. Cornell, returned from New-London, Conn.; Captain A. P. Garden, of Washington, here on official business. Mrs. A. P. Compton and Miss Compton, returned from Europe; W. H. Fargo, a prominent returned from Europe; W. H. Fargo, a prominent attorney of San Francisco, and Mrs. Fargo, visiting attorney of San Francisco, and Mrs. Beargo, visiting and Mrs. Walter Dunne, returned from their bridal trip. Recent arrivals at the Hotel Majestic are Mr. and

THE REALTY MARKET DULL

PRIVATE TRANSACTIONS ONLY REACH \$750,000 FOR THE WEEK,

LITTLE IMPROVEMENT LIKELY IN THE IMMEDI-ATE FUTURE-SALES OF THE WEEK-CON-

The last week in the real estate market was the fullest experienced thus far this year. Transactions by private contract, as reported by brokers, fcoted up only \$750,000. Dealings were almost en-tirely in private dwellings. No particular improvefuture. The sales of the week included the fol-

E. N. Weart & Co. sold for the Caspar Fals es tate the three-story dwelling and lot No. 228 West Thirty-third-st.

Frederick Zittel sold for Arthur Dyett, for \$32,000, o W. M. Fraser, of the Hotel Majestic, the dwelling No. 53 West Sixty-eighth-st. The property was sold less than three weeks ago by L. Napoleon Levy for about \$20,000. The property has changed hands half a dozen times within a short period. Mrs. Rosina Vollhart sold to Mrs. Cornelia K. Averill Nos. 7 and 9 Carmine-st., Nos. 9 and 11 East One-hundred-and-fifteenth-st, being given in part

payment.

Mrs. Jennie Gaillinger, through Tim & Co., sold
Nos. 3 and 5 West One-hundred-and-third-st., fivestory double brownstone flathouses, for about story double brownstone flathouses, for about \$3.00.

Euphemia B. Wilmarth sold No. 74 Warren-st., a business building, to Eibridge T. Gerry for \$5.00.

William Berlin sold to Marcus Roth Nos. 225 and 228 East Ninety-seventh-st. for \$3.000.

George E. Turnure purchased from Matilda G. Carson, for \$5.500, property 24 by 98.9 feet on the north side of Thirty-sixth-st., beginning 176 feet west of Lexington-ave.

Pincus Loewenfeld sold to Harry Fischel at an advance on the price paid by him at auction on July 2 No. 266 East Fourth-st., a four-story brick tenement-house, lot 29,94,862.

Fitzsimmons & Smith sold for William Drought a five-story double apartment-house at No. 153 West Eightieth-st., 35x96x102.2 feet.

William H. Horton sold to an investor No. 158 Wooster-st., a six-story building, with lot 25x109 feet. Cornellus A. Lamson sold to Stephen T. Moen No. 221 West One-hundred-and-thirty-third-st., for 30,000.

221 West One-hundred-and-thirty-third-st., for \$10,000.

George B. Ruddell sold for Annie E. Ruddell to W. S. Kronenbitter, of the firm of Ward & Kronenbitter, for about \$23,000. No. 463 West One-hundred-and-forty-third-st., three-story brownstone residence, \$187,56x(100.5]. It is one of a row of four and is located in the centre of the Hamilton Grange restricted section.

Details of the sales of Second-ave, property by August Jacobs are as follows: Nos. 1.742 and 1.744 to William Holbein for \$44,500; No. 1.740 to Mrs. Eliza Loetze for \$22,500, and No. 1.733 to August Ganzemuler for \$22,250. They are five-story flats, each 25x50, and have just been completed. Mr. Jacobs has now improved the entire block which fronts on the east side of Second-ave, from Ninetleth to Ninety-first-st., and also the half a block adjoining on either street. They have all been sold with the exception of the one on the corner of Ninety-first-st.

CONVEYANCES AND MORTGAGES. Following is the record of conveyances, mortgages

and buildings projected in New-York the last week compared with the corresponding week in 1895;

July 5-1' inclusive	
Total number for entire city 315	
Amount involved \$3,367,669	\$2,214,561
	143
fourth wards, omitting new an-	75
nexed district (Act 1895)	\$221 QU
Allegant intoleta content and a content a content and a co	9401.000
	-0
Number Twenty-third and Twenty-	
fourth wards, including new an-	100444
nexed district	160
Amount involved	\$255,345
Number nominal	41
MORTGAGES.	
Total number	898
Amount involved	\$5,245,211
Number over 5 per cent	145
Amount involved \$790,136	\$1,009,421
Number at 5 per cent	
Amount involved \$1,502,057	\$2,771,290
Amount involved	32
Number at less than 5 per cent \$500.000	\$1.464.500

Number of above to banks, trust and	40
insurance companies	en att 250
A TIREPIRENT PLANE TO A TIME TO A TI	42,011,200
PROJECTED BUILDINGS.	
Number of buildings 54	42
Number of pullulars	\$806 350
Estimated cost \$027.000	100000000000000000000000000000000000000
	100000

A TOUNG GIRL ATTEMPTS SUICIDE.

SHE JUMPS INTO THE EAST RIVER AT MARKET ST. -A DRUNKEN MAN TRIES TO RESCUE HER. Matilda Schwartz, twenty years old, a cloak fin

sher, of No. 30 Madison-st, nearly succeeded it intoxicated man, plunged in after her, and himself almost drowned, Policeman Donovan, of the Madison-st. station, with the help of several Both of them screamed, and Policeman Donovan and several men heard the cries.

With a rope, for two in the water were rescued. The woman refused to tell why she had tried to kill herself. Her name, as given at the police station, is Schavitts, at Police Headquarters Schwartz and at Gouverneur Hospital Stauvinsky. She is a Russian, and says she came to this country five years ago. She is not known at the address she gave to the Madison-st police.

It was said at the hospital that her condition was serious.

A DAY'S OUTING IN THE MOUNTAINS.

An excursion will leave New-York next Wednesday, July 15, for a day's outing in the picturesque mountain scenery of Northeastern Pennsylvania. Mauch Chunk and Glen Onoko are the objective points, and the outing will include a ride on the points, and the outing will include a ride on the celebrated Switchback Railroad. The excursion will be conducted by the Lehigh Valley Railroad, which will put on a special train, with an improved lunch-car, for the day. The fare for the round trip will be \$2.5. The train will leave foot of Cortlandt or Desbrosses st. in this city, at \$2.20 a. m., and the foot of Fulton-st., Brooklyn, by the Annex boat, at \$8.5. Tickets are now on sale at Nos. 235, 273, 944 and 1,323 Broadway.

FOREIGN GUESTS AT ASBURY PARK. Asbury Park, N. J., July II (Special) .- Among the

cis Costillo, son of the Minister of the Interior of Venezuela, accompanied by F. Puga, Consul of Venezuela. Mr. and Mrs. Yeamans are also sum-mering at the Lafayette. The Misses Swift, of New-York, are registered at the Lafayette.

WORK AND PLAY AT KYLE INSTITUTE. The annual examinations of the students at the

Kyle Military Institute, in Flushing, bave just ended, and the boys who stood highest in the exlers' outfitters, have been making large reductions aminations are Otto Appelmann. Arthur Haug in the prices of such articles, and they declare that and Edward Reusch, with 99 and 98 per cent, in the first class; Eugene Appelmann, Aille Feldman and Alfred Mecke, all 97 per cent, in the second class, and Frank Funke, Willie Bussell and Henry Fuchs, with 98 and 87 per cent, in the third class. The Kyle Millitary Institute, which is well known to educators, is one of the few schools near this city which continue the regular instruction through the entire summer. The summer instruction, however, is limited to the most essential branches and occupies from one to three hours daily. The remainder of the day is devoted to sea bathing, ball playing, bowling and exercises and games on the drill ground. The institution has its own bathing houses on the shore of Flushing Bay and extensive grounds for ball-playing. A picnic and clambake is in order about once a week, and athe boys have a good time. Of the four teachers, there Hornickel has German, Herr Wethermacher thas music, and Mr. Meade and Dr. Spencer have the English department.

Fifty-first-st., have a large assortment of new and second-hand carriages of the old J. B. Brewster & Co. make, which they are offering at about their second-hand carriages of the old J. B. Brewster & Co. make, which they are offering at about their second-hand carriages of the old J. B. Brewster & Co. make, which they are offering at about their second-hand carriages of the old J. B. Brewster & Co. make, which they are offering at about their second-hand carriages of the old J. B. Brewster & Co. make, which they are offering at about their second-hand carriages of the old J. B. Brewster & Co. make, which they are offering at about ther second and bashows on the showooms of Mr. Duncan, which are at the old stand of J. B. Brewster & Co. make they are offering at about their second-hand carriages of the old stand of J. B. Brewster & Co. make the showooms of Mr. Duncan, which are at the old stand of J. B. Brewster & Co. make they are offering at about their second in the second-hand carriages of the eld stand of J. B. Brewster & Co. make the showooms of Mr. Duncan, which are at the old stand of J. B. Brewster & Co. make the view the the su Alfred Mecke, all 97 per cent, in the second class, and Frank Funke, Willie Bussell and Henry



Curate (who wishes to encourage local industry)—Well, Adams, how are you getting on with my watch?

Adams—Why, it be nigh finished now, zur, an'e do seem to go mortal well, but dang me, if there hain't a wheel as I can't find a place for summow!

IN THE BREEZY CATSKILLS.

THE LIEDERKRANZ SPENDS THE FOURTH AMONG THE MOUNTAINS-NEWS

OF THE HOTELS. Hotel Kaaterskill, July 11 (Special).-The Ulster and Delaware, the Stony Clove, the Kaaterskill, the Catskill Mountain and the Otis elevator railroad have been busy since July 1 carrying the tourist to the Catskills. At Pine Hill, Stamford, Hunter, Palenville, Tannersville and Haines Falls, near which such well-known places as Onteora Park, Twilight Park, Eika Park, Schoharie Manor and Kaaterskill Park are situated, the country is teeming with life. The weather has been superb during the week for rambling over the mountains, while the oads are in excellent shape for driving and bicycling.

The Hotel Kraterskill has been open less than a fortnight, and the manager, W. H. Parke, is all smiles over the prospect of a big season. On Friday and Saturday the Liederkranz Society of New-York was here and enjoyed the hospitality of this grea hostelry, with its vast resources. At 9 o'clock the jolly Germans with their wives assisted in a flagraising and later visited the various points of interest. In the afternoon the Liederkranz Society gave vocal and instrumental concert, assisted by the Kaaterskill Orchestra, under the direction of A. J. Myers. In the evening the large ballroom was opened for the first time this season, and a dance was given. At about 10 o'clock the visitors ad-journed to the dining-hall, to which all the guests were invited, where a banquet was served. Later were invited, where a banquet was served. Later there were patriotic speeches, toasts, singing and instrumental music. Conrad Behrens, the basso, who was the guest of George Harding, sang several selections. A humorous address by Mr. Harding was a feature of the banquet.

Bishop Starkey, of Northern New-Jersey, is a guest of Mr. and Mrs. Henry Morton, at their summer home, Upenuff. Bishop Starkey assisted in the services at the Church of the Transfiguration on Sunday.

services at the Church of the Sunday.

The Weingart Institute boys of New-Yorkare again at Pine Hill. Last Thursday they came in the drizzling rain; they came with their trunks, satchels, baseballs and bats. There are almost sixty boys at the school. Old Belle Ayr could not offer a roof to them all, so Professor Weingart was obliged to

the senool. Old Bene Ayr could not oner a roof to them all, so Professor Weingart was obliged to rent the Orient View.

Dr. MacCracken and his family are at their sum-mer residence, Overbrook, on the Birch Creek.

Ex-Senator George T. Parrott, of Elizabeth, N. J., and his family have arrived at the Allen Cottage for the summer.

Ex-Senator George T. Parrott, of Elizabeth, N. J., and his family have arrived at the Alen Cottage for the summer.

The Rev. G. C. Houghton, of Trinity Church, Hoboken, N. J., rector of the Church of the Transfiguration in this village during 182-38, will be the rector of that church again this summer. Dr. Houghton will assume charge of the services about August I. The Rev. Mr. Knauff conducts the services during July.

The rooms of the popular Hotel St. Charles, at Hunter, are fast being engaged for the season, and many guests are arriving daily. Really hot weather is never known at this resort, owing to the altitude and commanding situation on a hill overlooking the beautiful village of Hunter and the Schoharle Valley for many miles. It is expected that before many weeks through parlor-cars will be run to Hunter, and it is only a drive of five minutes from the station to the St. Charles. The orchestral concerts daily, under the leadership of Mr. Yager, are greatly enjoyed by the guests.

The tally-ho running from Stamford to Davenport Centre, connecting with the C. & C. V. R. for Coopertown and Richfield Springs, made its first trip Thursday, arriving at Stamford at 5:15 p. m. The coaches are handsomely painted a deep wine color, trimmed with black, with the words. Stamford Cooperstown and Richfield over each door, and "C. & C. V. Co." on each panel.

Professor I. M. Sackett has been chosen one of the judges in this, the annual speaking contest at Roxbury, Instituted by Miss Helen Gould.

Professor Hammond Lamont, of Brown University, Providence, R. L. with his family, is staying at Delik.

BLOCK ISLAND'S NEW HARBOR. Block Island, R. I., July 11 (Special).-The sail

this year by half an hour as heretofore, and in shortening the route it has been possible to skip that ugly sea off Clay Head Bluffs. When one is ce relieved of the rolling and tossing of the ocean and glides through the narrow gap and into the o have vanished. One can imagine one's self land dred years back. A restful vision of green roiling hills dotted with white cottages presents itself on all sides. It strikes one as a beautiful country still

date summer resort.

The people of the Island are quick to take advantage of any scheme which will improve their island home or make it easier of access from the mainland. The great fresh-water pond was separated from the ocean only by a narrow strip of land. From the harbor it is a ten-minute drive to the hotels.

EDUCATION AND FUN AT LONG BEACH. Long Beach, Long Island, July 11 (Special) .- A

recreation are happily united. The guests at the hotel spend their time dancing, bathing, listening hilaration of the ocean air makes everybody joyful and ambitious. The parliament was formally opened n the Fourth with a lecture on "The Great Holi-ay," by Wallace Bruce, of Brooklyn. On Sunday ciples, New-York, Mr. and Mrs. Stebbins led the music, and in the evening conducted a vesper ser-vice. Wednesday afternoon Mme. Clara Ruge lect-ured on "The Importance of Art Study." She summarized the peculiar advantages and pleasures of art work on the seashore, where the sun rises and art work on the seashore, where the sun rises and sunsets are never the same, and where the colors of the ocean, beach and sky are constantly forming new and beautiful combinations. Next week the meetings of the parliament will be devoted to the subject of "Household Economics," led by Miss Edith A. McIntyre.

At the hotel, Manager George Murray has entertained his guests in a variety of ways. On Tuesday evening Mr. Zanoni gave a clever exhibition of the art of mind-reading. On Wednesday evening a costume musical was given by Miss Helen Lathrop, soprano, and Miss Elise Lathrop, planist, assisted by Miss Dorothy Humbert.

Conrad N. Jordan, of New-York, is at the hotel.

HORSE AND CARRIAGE NOTES

Edward Callanan's Son. of No. 57 West Forty-fourth-st., has on hand some nice runabouts and fancy carts. The firm has recently shipped to A. B. Giles, Portman Square, London, a handsome breaking-cart that is sure to excite admiration.

H. M. Duncan, of Nos. 487 and 489 Fifth-ave.,

late with J. B. Brewster & Co., among his large stock of handsome carriages and traps is exhibit-ing several noveltles that cannot be found elsewhere. One of these is the Newport, a sidebar trap with one seat, designed for a stylish hackney horse or for a pair of roadsters. It has a beautifully designed body, with natty coloring, and full and easy uphoistering, and is made with or with-out top. Altogether it is one of the daintiest traps of the season. Another novelty is the "Dutchess." This is somewhat in the line of a covert cart, but with much more graceful lines, and with a rumble that shuts in out of sight when not in use. Both of these traps are destined to become popular at the fashionable resorts.

Messrs. C. C. Downey & Co., of No. 143 West Fifty-first-st., have a large assortment of new and second-hand carriages of the old J. B. Brewster

orders from the watering places and summer resorts.

The Gansevoort Repository, of No. 405 West Fourteenth-st., are showing a full line of phaetons, buggles, road and depot wagons, new and second-hand, at low prices. Their leader is a runabout wagon, which they are selling as low as \$50.

The Studebaker Brothers Manufacturing Company, in Canal-st., near Broadway, is extremely busy at present. The firm is exhibiting a large stock of handsome carriages and traps of the latest designs from their factory at South Bend, which will well repay a visit to their warerooms.

ATTRACTIONS AT OWL'S HEAD. Lake Memphremagog, Vt., July 11 (Special).-The

days are not half long enough to satisfy the guests at Owl's Head on Lake Memphremagog. The boat-ing, bathing and fishing are extremely attractive, as are the walks and drives through the beautiful as are the walks and drives through the beautiful piney woods. Many lake trout, weighing from ten to eighteen pounds, have been taken by the guests, and the sport with black bass bids fair to exceed even that of last season.

Among the guests are Mrs. G. Moller, H. R. Moller, Mrs. F. C. Butler, Miss Butler, Mrs. and Mrs. Arthur Van Sicklen and Mr. and Mrs. Matthew Van Sicklen, of New-York City, and Professor Genung, of Amherst, Mass. Bicpcles.

Will Close out this week what we have left of

'o5 model wheels

at \$39.75

equipped with Lamp and Bell.

HULBERT BROS. & CO.

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PAYMENTS at the New York Headquarters, 307 BROADWAY. Call or write for particulars,

THE FOWLER CYCLE MFG. CO., J. H. ROBLEY, New York Manager.

NOT BLAMED FOR GOLDEN'S DEATH

ELEVATED RAILROAD ENGINEER AND FIRE MAN PAROLED-MRS. HAVNOR STILL AT THE HOSPITAL.

Coroner Dobbs yesterday made a preliminary vestigation in the case of John Golden, the con-luctor on the elevated ratiroad who threw himself in front of a locomotive on the road at Eighth-ave, and One-hundred-and-thirty-fifth-st. on Friday evening. The mutilated body of Golden had been removed to the shop of an undertaker at Eighth-ave. and One-hundred-and-twenty-sixth-st. late at night. After taking the statements of the police and witnesses, the Coroner paroled William C. Gove, the engineer, and Jacob Grier, the fire man of the train that ran over Golden, as it expeared that they were in no way responsible for Golden's death.

head and hand by Golden before he jumped in front of the locomotive, was at the Manhattan Hospital yesterday, but the surgeons said she was pital and going home, but she was not permitted that she would be taken to the Harlem Court yes terday morning, but the hospital surgeons better remain in the hospital a little longer.

Mrs. Havner's husband, who is a barber in the Alpine Plats, No. 57 West Thirty-third-st., reached the Manhattan Hospital at a late hour on Friday night. He kissed her fondly, and spoke to her is the most endearing terms. She told her husband that she had never before seen Golden. She said that she had riden uptown on an Eighth-ave car for a pleasure trip, and was waiting on the platform of the elevated railroad station for a train when the man, who was evidently crazy, ran up to her and fired three shots at her. Havnor believed all she told him, and sobbed bitterly when she narrated her story. After the interview with his wife, Havnor told Roundsman Meehan that Mrs. Havnor was a most unlucky woman, as almost every time she went out of the house she met with some misfortune.

A few months ago he went home one day much earlier than usual, he said, and his wife came to the house with a strange man. She told him that

A few months ago he went home one day much earlier than usual, he said, and his wife came to the house with a strange man. She told him that she had been insulted by two men at the elevated railroad station at One-hundred-and-twenty-fifthst, and Eighth-ave, and that her companion had thrashed the two men and then had volunteered to escort her home to save her from further insult. Havnor said he was much obliged to his wife's champion, and entertained him to the best of his ability.

Havnor said emphatically that he had the most implicit confidence in his wife, and that he did not believe any of the stories told of her acquaintance with Golden. He was only anxious to take her home and care for her. It is probable that she will be taken to the Harlem Court this morning.

EACH THOUGHT THE OTHER A BURGLAR

POLICEMAN, FINDING THE DOOR OF MO. STONE'S HOUSE OPEN, ENTERS-A SER-VANT IN FRIGHT LEAPS FROM THE WINDOW.

Annie Winkler, the German domestic who jumped from the third-story rear window of her employer home. No. 144 West Ninety-seventh-st., at about 6 o'clock yesterday morning, and who was conveyed to Manhattan Hospital to have her injuries attended to, was yesterday afternoon discharged from that institution, the hospital physician, Dr. Rob-

there.

Miss Winkier is employed by William Stone, a jeweller, doing business at No. 535 Broadway, whose family is away for the summer at Catasaqua, Penn. The girl has been living alone in the house since the Stones left the city. She went to her hedroom last night as usual. Shortly before 4 o'clock Policeman John Coyle, of the West One-hundredth-st. station, who was passing the house, noticed that the front basement door was wide open. He went inside and found the vestfoule door also open. He then called Policeman Farrell to his assistance, and both proceeded to look through the house for burglars. The policemen may that every door in the house was open until they that every door in the house was open until they reached the third floor, where the girl's bedroom is located. When they came to this door they fo

door to be opened, announcing at the same time that he was a policeman. The girl, however, did not answer. The two officers then started to break in the door, when they immediately heard the window shutter slapping. This suggested to the policemen that their suspicton of a burglar being in the house was correct, and that he was now trying to escape by the window. Coyle then ran downstairs toward the rear of the house to cut off the supposed burglar's escape. He opened the yard door and there found Annie Winkler lying on the ground, shrieking and in great pain. The distance she fell is almost thirty feet, and luckily a grape-vine arbor ten feet from the ground broke her fall. An ambulance was called, which soon reached the scene, and the injured gir, was taken to the Manhattan Hospitsi. She was suffering from a compound fracture of the left wrist and a scalp wound. She told Coyle that she had "jumped to get away from burglars," who, she thought, were trying to enter her room upstairs. She could give no explanation of the fact that the front coors were open. A telegram was sent to Mr. Stone and ing him to return to New-York.

Blue Mountain Lake, N. Y., July II (Special).—The present season at the Prospect House is the mest successful that the house has enjoyed in many years. Large numbers of guests are arriving daily, and the house is rapidly filling up. The hotel and its surroundings have never been more delightful than at the present time, and the weather has been agreeable, cool evenings succeeding fair and pleasant days. Among the latest arrivals are Egra P. Mills, Mr. and Mrs. Edward R. Ladew, Mrs. A. Verth, Miss Picton, Judge Hall and Mrs. Hall and Mr. and Mrs. Edwin H. Wetherber.